

Canadian Life *and* Resources

OCT 15 1924

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THEIR
EXCELLENCIES
THE GOVERNOR GENERAL OF CANADA AND COUNTESS GREY.

DEC., 1908
Vol. VI. New Series No. 12

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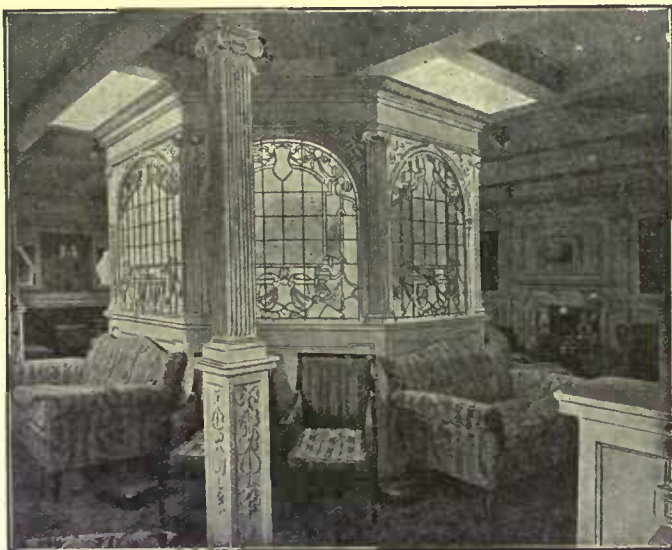
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Friday 1 Jan.	*HESPERIAN.....	Fri. 15 "	Sat. 16 "
Friday 8 "	*CORSICAN.....	Fri. 22 "	Sat. 23 "
Friday 22 "	*GRAMPIAN.....	Fri. 5 Feb.	Sat. 6 Feb.
Friday 5 Feb.	*TUNISIAN.....	Fri. 19 "	Sat. 20 "
Thurs. 11 "	HESPERIAN.....	Sat. 27 "
Friday 19 "	*CORSICAN.....	Fri. 5 March	Sat. 6 Mar.
Thurs. 25 "	GRAMPIAN.....	Sat. 13 "
Friday 5 Mar.	*VIRGINIAN.....	Fri. 19 "	Sat. 20 Mar.
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THIS department of the paper was started in 1903 to deal with the numerous enquiries received at the office as soon as the first issue of the paper was published. For a small sum, to cover outlay, we send to any enquirer the following:

(1) Official reports of the Federal or Provincial Governments, including maps and reports of the Geological Survey;

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(3) Information upon the best districts for settlement and homesteading in Western Canada, Quebec and Ontario;

(4) Desirable locations and sites for manufactories and business enterprises in Eastern and Western Canada.

Enquiries for information upon any of the above subjects should be accompanied by the nominal fee of twenty-five cents to cover postage, etc.; the Government reports will be supplied free or at actual cost.

Personal enquirers can often be given more explicit information, as they can state their requirements more clearly in an interview than by letter. In either case CANADIAN LIFE AND RESOURCES can usually give, at all events, the preliminary facts required.

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We will pay good prices for any photos which we accept and we will return any photos not used. A short description should be written upon the back of each photograph, telling what it represents.

Resources Publishing Co., Ltd.

Beaver Hall Hill,
MONTREAL, CANADA



Summer bloom and foliage at Christmas—A view of a section of one of the conservatories of Government House, Ottawa.



Vol. VI. NEW SERIES No. 12 Montreal, December, 1908

PRICE, TEN CENTS
ONE DOLLAR A YEAR

THE STORY OF THE MONTH

A SUMMARY OF CANADIAN AFFAIRS

AT HOME



Sir Edward Seaborne Clouston, Bart.

NOVEMBER 9th, the sixty-seventh anniversary of the birthday of His Majesty King Edward VII., was marked by the conferring upon four distinguished Canadians of Imperial honors. The gentlemen selected for these signal marks of royal favor are distinguished citizens of the Dominion whose life work has been closely associated with the development of this country, with promoting British sentiment among its people and fostering an Imperial spirit and faith in a united Empire. Edward Seaborne Clouston, Vice-President and General Manager of the Bank of Montreal, is created a Baronet of the United Kingdom. As head of this great financial institution, a position attained after years of service in every branch of banking, Sir Edward is one of the bulwarks of sound business methods throughout Canada, and he has done much to place the credit of the country on the high plane it now occupies. Hugh Graham of Montreal is created a Knight Bachelor. As proprietor of the *Montreal Star* Sir Hugh is known in every part of Canada and his services in behalf of great Imperial causes have made him known abroad as well as at home. His work in promoting the Indian Famine Fund whereby a sum approximating one hundred thousand dollars was subscribed by one hundred thousand citizens of Canada, attracted attention in Great Britain. After the completion of this fund Mr. Graham personally pro-

moted the Patriotic Fund, subscribed to by one hundred and fifty thousand children, the amount, a large one, being sent to Queen Victoria for the families of soldiers stricken in the war. Queen Victoria expressed warm appreciation of this work. When the war-cloud burst on South Africa he succeeded in focusing upon the crisis the sentiment of the Canadian people, and within forty-eight hours after his appeal a movement was on foot for sending a Canadian contingent to Britain's aid. In his own city his great engine of publicity has ever staunchly supported the cause of good government, civic reform and progress. Major-General P. H. N. Lake, Inspector-General of the Canadian Militia, is created a Knight Commander of the Order of St. Michael and St. George; and Brigadier-General D. A. Macdonald, Quartermaster-General of the Canadian Militia, is appointed a Companion of the Order of St. Michael and St. George.

SPEAKING before the Canadian Club of Montreal—his farewell address in Canada—Viscount Milner, in referring to the future of Canada, said: "The next fifty years are going to determine whether or not Canada is to remain a part of the British Empire. The decision as to that rests with Canada alone. No external compulsion could and none certainly would be exercised to influence it. And upon that decision will rest to a large extent the fate of the Empire, its influence and position in the world. Take Canada out of the British girdle which encircles the map and you do not merely diminish the size of the dominions of the King—I do not care so much for mere size—but you decrease enormously their cohesiveness. The United Kingdom would remain great even if there were no Empire greatness—greatness is not measured merely by dominions. England was great in the days of Elizabeth, long before there were any oversea dominions. And, no doubt, the other dominions of the Empire would be great even though

separated from the Empire. But it is simply ludicrous to compare Great Britain to any one of the other dominions with the United Empire as a whole."



Sir Hugh Graham, Kt.

THE two deferred Federal elections in British Columbia were won by the Opposition. In Prince Edward Island the general Provincial elections resulted in the Government being sustained by a majority of two in a House of 30 members.



Their Majesties King Edward VII. and Queen Alexandra.

ON November 4th Pembroke, Ont., the capital of the Upper Ottawa Valley, was visited by a fire that destroyed one-half of the business section of the town, causing a loss of half a million dollars.



Major-General Sir Percy Lake, K.C.M.G.

THE Anglican Synod of the Diocese of Montreal on November 24th elected Rev. Dean Farthing of Kingston, Ont., to be Bishop of the Diocese to succeed the late Rev. Bishop Carmichael. For a number of years Bishop-elect Farthing was rector of Woodstock, Ont., and more recently Dean of St. George's Cathedral, Kingston. He is an eloquent preacher and an able administrator.

ON November 28th the Hamilton Rugby Football team, known as the "Tigers" won the Dominion championship by defeating Toronto University by a score of 21 to 17. Seven thousand five hundred spectators witnessed the match. Although defeated the students played a plucky game. They had won the Intercollegiate championship; the "Tigers" had defeated the team of the Toronto Amateur Athletic Association, champions of the Ontario Union, and had won the Interprovincial championship. By defeating 'Varsity they become champions of Canada.

NOVEMBER 28th marked the inauguration of the first regular passenger and freight service on the Grand Trunk Pacific Railway between Fort William, Ont., and Lake Superior Junction, which is about 200 miles east of Winnipeg.

ON November 16th Sir Henri Joly de Lotbiniere died at his residence in Quebec City, aged 79

years. He had long been a conspicuous figure in Canadian public life, in which he left behind a record of disinterested patriotism, purity of life, honesty and sincerity of purpose and kindness of heart. For a number of years he led the Provincial Liberal party in Quebec and during the years 1878 and 1879 was Premier of the Province. Upon the formation of the Laurier Government in 1896 he became Comptroller and afterwards Minister of Inland Revenue, retiring in 1900 to become Lieutenant-Governor of British Columbia. Upon the completion of his term of office he retired from public life. He was one of the highest authorities in Canada on forestry. Two of his sons are serving with the British Army in India.

The Hon. Thomas Greenway, ex-Premier of Manitoba, died at Ottawa and his remains were interred on November 2nd near his country seat at Crystal City, Man. During the last Parliament he sat in the House of Commons for Lisgar, but shortly after dissolution he was appointed to the Board of Railway Commissioners, but had not taken his seat. He was one of the pioneer farmers of Manitoba and for many years the first Minister of the



Brigadier-General D. A. Macdonald, C.M.G.

Province. He was a man of sterling but rugged character, endowed with wonderful energy and capacity for hard work. There also died during the month the Hon. J. H. Agnew, Treasurer of Manitoba; Dr. J. W. Fletcher, Botanist and Entomologist of the Central Experimental Farm at Ottawa; Samuel Carsley, merchant, of Montreal;

Rev. Dr. W. H. Withrow, of the Methodist Publishing House, Toronto; Hon. A. F. Evanturel, Clerk of the Senate, and who for eight years was Speaker of the Legislature of Ontario.

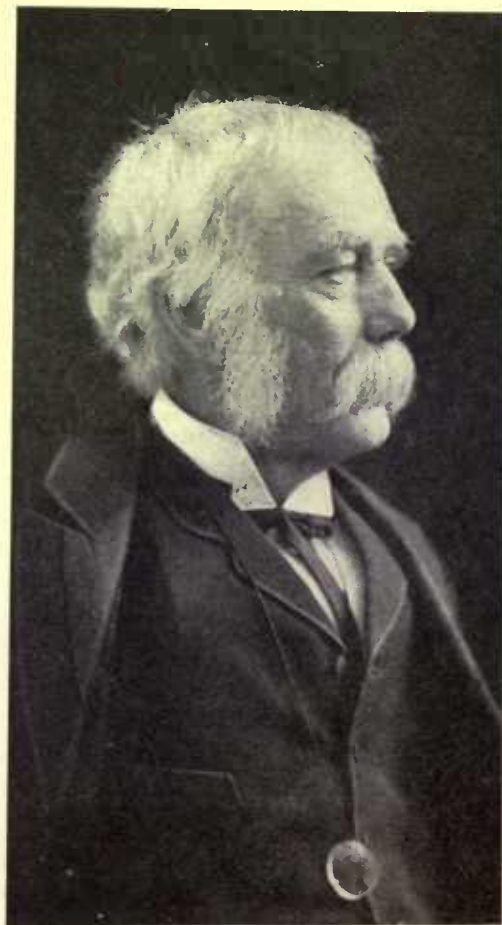
ABROAD

THE emigration returns of the British Board of Trade for 1907 show that 117,525 emigrants went from the British Isles to Canada last year. Of this number 290 were rejected by the Canadian authorities because of their being paupers and likely to become public charges; 153 for disease; 24 for idiocy or inability; 89 convicts; immoral, ten.

ADVICES were received at Ottawa to the effect that Dr. R. M. Coulter, C.M.G., Deputy Postmaster-General, has arrived at Sydney, N.S.W., and that he will at once commence his negotiations with the Commonwealth Government at Melbourne in regard to the position which Australia is likely to assume towards the All-Red Line project. After his conference at Melbourne Dr. Coulter will have to go to Wellington, New Zealand, and will afterwards proceed to South Africa and Great Britain.

WORD was received by cable that Mr. John G. Archibald, son of the Hon. Mr. Justice Archibald of Montreal, and one of the Rhodes scholars to Oxford University from McGill, has been elected a fellow of All Souls' College. This fellowship makes Mr. Archibald the second Rhodes scholar from McGill to receive such distinction. In fact Mr. Rose, the other member so honored, and Mr. Archibald, are the only two students coming to Oxford under the Rhodes conditions from all parts of the world to receive fellowships.

UPON his return to England after an extended tour through Canada, Viscount Milner, in an interview, stated that he found in Canada a general feeling in favor of preferential trade with Great Britain. He had observed, he said, a strong feeling that Canada should do more regarding Imperial defence, but it had not yet been taken up as a practical question. Canada had a very heavy



The late Sir Henri Joly de Lotbiniere



The Canadian Olympic and the United Kingdom lacrosse teams playing at the Stadium, London—An attack on the British goal.

expenditure in front of her for her own development, but if the United Kingdom were in danger there would be an irresistible impulse to come to her assistance. Such assistance might not be as effective as it ought, but Canadians would desire to give it. He spoke highly of the resources of the Dominion.

OUR POINT OF VIEW



Looking back over the year 1908 Canada has much to be grateful for to Divine Providence. In the early part of the year our country suffered, as did almost every other part of the civilized world, from the financial panic brought about by the too rapid expansion of business in all countries. In the United States, where industrial development had been the fastest, the effect of the scarcity of gold had the most severe results. The leading banking institutions swayed and fell and thousands were brought to ruin. When it is considered how close are the business relations between the United States and Canada, the steadiness with which our country came through this crisis is most remarkable. Even those who most firmly believed in Canada's stability were prepared for some considerable trouble. But, owing largely to the foresight of leading Canadian bankers, no single failure of any size resulted directly from the panic across the border. There has been during the year, of course, serious industrial depression, depriving thousands of work, and in all directions commercial activity was restricted, but taken on the whole Canadians have reason to be very grateful for their escape from the worst of those disasters through which the United States passed in 1908 and to feel still greater confidence than before in the firmness and solidity of their financial and industrial structure.



LAST December, in reviewing the year 1907, we had to record a wheat harvest considerably smaller in volume than in the previous year. Against ninety millions in 1906 the wheat crop of the West in 1907 only totalled some seventy-one million bushels and much of this of inferior quality. But the price averaged high and the total result to the farmers was not unprofitable. This year we have to record by far the largest wheat crop in the country's history. Estimates vary as to the exact figure, but it is certainly not less than one hundred million bushels and in all probability it reaches one hundred and ten million bushels. The quality, moreover, is good and the price obtained very high, so that in all respects the Western harvest of 1908 has been a memorable one. The result upon the commerce and finance of the country is already apparent. The railways are again reporting increases in traffic, the general trade of the community has become active after twelve months quiet, and the banks are loosening their purse strings to meet the demand for money. The prospects for 1909 are excellent. The credit of the country never stood as high. The immigrants of 1907 and 1908 have now been absorbed into the industrial and agricultural community and wise regulations are in force to prevent too great an influx next year. Large tracts of new country will be opened up by the Grand Trunk Pacific both in East and West. If the seasons are favorable the Western wheat crop should reach one hundred and twenty million bushels. The prospects for next year seem very fair.



AND for another reason the past year will be remembered. It witnessed for the fourth time the return of Sir Wilfrid Laurier to the Premiership of his country. That one man should be chosen by the electors of any country to guide them over a period of sixteen continuous years is very remarkable. Sir Robert Walpole was Prime Minister of Great Britain for twenty years and was undoubtedly the best man in England at the time. But he boasted that every man had his price and his long continuance in office was clearly the result of his acting upon that maxim. Moreover, he relied upon the King for support. William Pitt (the younger) governed Great Britain for eighteen years and was only twenty-four when he took office.

But both he and Walpole lived in a time when the power of patronage was simply enormous. Sir Wilfrid has four times been chosen Prime Minister in a country where, despite occasional irregularity, the elections are fairly conducted on a basis of practical manhood suffrage. The one point of resemblance between them is that they were *peace* ministers. Walpole maintained his country in peace for a longer period than had ever elapsed before, and William Pitt's great work was the reduction of the national debt and internal administration. Sir Wilfrid Laurier will be remembered for the great development of the resources of Canada which has been accomplished under his administrations. It is a sign not only of a strong man but of a strong-minded nation when we see the same statesman returned time after time to office. Constant changes of government denote a fickle people. We have no politics but the advancement of Canada and the closer union of the Empire, but we voice the general opinion when we say that the best interests of our country are safe in the hands of this great French-Canadian.



SIR WILFRID has now, in all probability, another four years of office before him, and we can gather from his election speeches what are the chief works of internal development to which he will apply himself. The Grand Trunk Pacific Railway project will now see completion, we hope, at the hands of him who set it in motion. The cost has been, and will be, enormous, but Canada cheerfully pays the bill because it is realized that the expenditure will pay a handsome return some day. We shall have added millions of acres to the habitable area of our country and provided homes and a livelihood for hundreds of thousands of new settlers. Before another general election is fought there ought to be a daily service of trains across the northland of Canada—regions few of us have any idea of. The Hudson Bay Railway is another great transportation project to which Sir Wilfrid will now address himself. In our last issue, under this heading, we gave our opinion that the Government ought to build this line and lease it to the Canadian Northern Railway. We believe in the feasibility of the Hudson Bay route and in the days, not far distant, when two hundred million bushels of wheat are grown on the prairies of the West, the necessity for a northern outlet for our western grain will be clear to all. There are many difficulties in the way of this route, but the history of Canada during the past half-century is a record of the triumph of our people over such difficulties.



A GREATER project than either of the two we have mentioned still remains to be attacked and conquered. We must have a navigable waterway from the Great Lakes to the St. Lawrence River. Nature has done half the work for us—Sir Wilfrid must set in motion the hand of our people to complete the other half. We want to see the Government seriously take up the question of the Georgian Bay Canal. Here there is no question of the thing being possible—it is a question of money and skill. We can get the first and we have the second.



WE hope from a passage in one of Sir Wilfrid's election speeches that the preferential idea between Canada and Great Britain and Canada and the other parts of the Empire is to be extended. We gave the whole Empire a lead in this, supplying a practical example of Imperialism. Let us extend the good work. Finally let us set about the task of defending ourselves. Australia has undertaken her burden of her defence; South Africa will follow. Let Canada vindicate her honor and increase her safety by doing likewise.



A view of the ball-room of Government House showing the portraits of Their Majesties on the wall.

GOVERNMENT HOUSE

THE Vice-Regal residence, officially known as Government House, but better known as Rideau Hall, nestles among maple, pine and cedar trees on rising ground on the east side of the Rideau River. Its queer chimneys, its odd corners and low lines of grey walls may be clearly seen from any part of the opposite shore when the trees are leafless in winter, but in summer the chimneys and flagstaff are alone distinguishable.

The original house was built by the Hon. Thomas McKay, the contractor for the Rideau Canal locks. It has been considerably added to since it was purchased from the McKay estate, and the varied styles of architecture which successive Governors-General, with a taste for expansion, have added, give to the entire mansion a picturesque quality worthy of study.

On close inspection Rideau Hall may not prove so impressive as when seen from afar, but because it is the official residence of the repre-

sentative of Royalty it is always interesting. This place is not only the centre of official life, but it is also the Mecca of Canadian social ambition. In what is called "the season," the brilliant social functions held here are a copy of British court life in the Old Land.

Since Confederation this Vice-Regal residence has been associated with the careers of many distinguished noblemen, namely, Lord Lisgar, Earl Dufferin, the Marquis of Lorne, the Marquis of Lansdowne, the Earls of Derby, Aberdeen and Minto, and the present distinguished representative of the King, Earl Grey.

Each Governor-General in his time has left his imprint on Ottawa's social history, for each had his individual views of entertaining, and although much the same in name, they differed according to the taste and inclination of the host.

Whilst the tone and color of entertainments may differ, one can easily mention a list of gaieties almost sure to come



A view of the drawing-room of Government House.

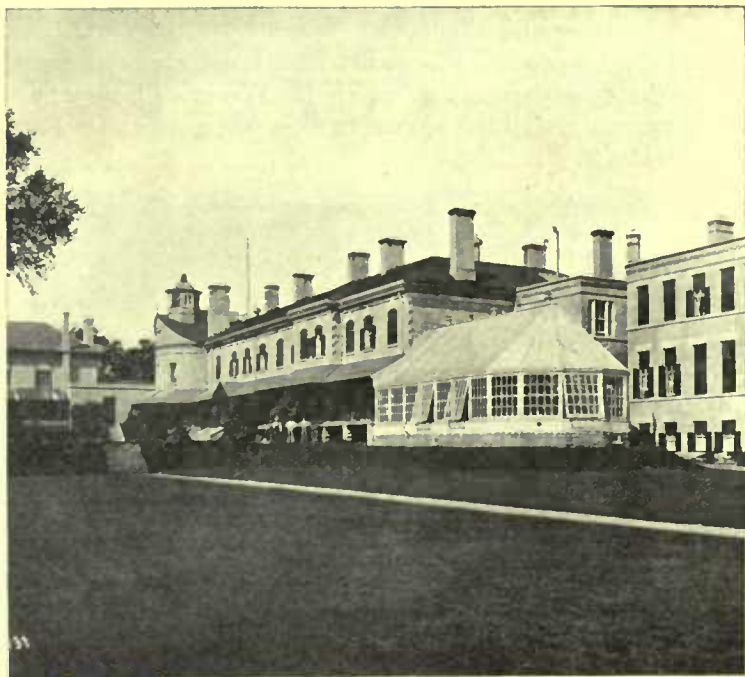
off at Government House—a couple of dances at Christmas, musicales in Lent, skating and tobogganing every Saturday afternoon during the winter, with moonlight parties of the same description thrown in. Dinners are given frequently, especially during the session of Parliament; a State Ball is held after Easter and several garden parties in the early summer.

The present Governor-General is striving to make the interior of the Vice-Regal residence artistically handsome as well as serviceable, and to form therein the nucleus of a national portrait gallery. The accompanying pictures show some of the finer rooms. The conservatories are very fine and are the especial care of Her Excellency the Countess Grey. The beautiful ball-room compares favorably with similar rooms in any part of the world.

The halo which surrounds the Vice-Regal Court at Ottawa may be only reflected light from the Court of St. James, but it is sufficiently powerful to throw a glamor over the city and to attract to it society people from all over the Dominion.

Royalty has been entertained within the hospitable walls of Rideau Hall—the Duke of Connaught, when Prince Arthur, spent some pleasant days with Lord Lisgar and the Prince and Princess of Wales were the guests of the Earl and Countess of Minto during their visit to Canada.

Since the days of the distinguished Earl of Dufferin and his popular wife, when the hospitality shown was something



A view of the exterior of Government House from the lawn.

phenomenal, there have been gay times at Government House. A fancy ball given by Lord and Lady Dufferin at Rideau Hall is still remembered as one of the most brilliant episodes in the social history of Ottawa. Theatricals were very popular in the Dufferin regime—Lady Dufferin and her brother, Capt. Fred. Hamilton, A.D.C., always taking leading parts.

There are curling and skating rinks connected with Government House and a Vice-Regal Curling Club which can hold its own with the best of them. In the grounds there is a splendid cricket field, which is used by the Ottawa Cricket Club, and some famous matches have taken place there under Vice-Regal patronage.

Almost within a stone's throw of the main entrance to the grounds of Government House is the deep, swiftly-flowing Ottawa rolling its tide beneath the heights of Rockliffe Park. A short distance to the west the Rideau, which has its source in the picturesque lakes north of Kingston, pours its tribute into the Ottawa over a sharp ledge of rock, which gives to the falling water the appearance of a huge curtain. "The earliest French *voyageurs*," wrote the late Sir James Edgar in "Canada and its Capital," "passing up the Grand River (as the Ottawa was for them), seeing this 'slow-dropping veil of thinnest lawn,' exclaimed 'Le Rideau! Le Rideau!' Thus was a name found,



A section of the conservatory at Government House.

not only for the river and its falls, but for the streets, clubs and canals of the Capital, and for Government House itself, which is locally known as Rideau Hall."

Sir James Edgar, to whom the Capital was practically home during his long parliamentary career and who was Speaker of the House of Commons during the early years of the present regime, writing of Government House said: "It stands among its gardens and prettily-wooded grounds, about two miles down



Looking from the drawing-room into Her Excellency's room.



Her Excellency's sitting-room.



The Governor-General's study.

the river from the Houses of Parliament, and from its terraces the national buildings are outlined against the western sky. Its public apartments, ball-room and reception rooms are sufficiently large, and the rest of it is more homelike than stately.

"An annual function is the State dinner that is given at the opening of the session. The guests are the high political and other dignitaries, and the permanent heads of the departments. Then there are a series of Parliamentary dinners, at which it is expected that members of both Houses and their wives and daughters will have an opportunity of meeting Their Excellencies.

"Rideau Hall lights up well, and its interior is at its best

on the occasion of one of the large balls which Their Excellencies often give. . . .

"When the weather smiles of a summer afternoon, the garden parties at Government House are always enjoyable. . . . Winter's ice and snow lend an opportunity to Government House to afford their guests a singularly beautiful spectacle. A card for an evening skating party is the modest form of invitation, but what a scene of enchantment does that bring one to!"

But the occupants of Government House have their cares as well as their pleasures and no man in the Dominion leads a busier life or carries weightier responsibilities than does His Excellency, Earl Grey.



Another view of the ball-room of Government House.

ARCTIC SUMMER SCENES



A whaler at anchor in a fiord out of Eclipse Sound.

THE best known outlet to Hudson Bay and the only one of any practical value so far as the commercial navigation of those waters is concerned is Hudson Strait, which leads from the northern end of the Bay eastward and opens into Davis Strait where the latter is broadening into the North Atlantic Ocean. The Bay, however, has another outlet which leads almost due north and by means of which it is possible to reach either Baffin Bay on the east or Melville Sound and the Arctic Ocean to the north-west. This northern

outlet, the first portion of which consists of Fox Channel, forms the western shore of Baffin Land, and the channel which turns eastward around the head of that huge barren island is Lancaster Sound, so named as long ago as 1616 by the explorer Baffin, in honor of Sir James Lancaster, an English navigator, who commanded the first fleet of the East India Company that visited the East Indies in 1600-3 and on his return home was knighted. He was one of the original board of directors and did much to promote the voyages of Waymouth, Hudson and Baffin in search of a north-west passage to India.

The illustrations on this page, depicting scenes in the Lancaster Sound region, are reproduced from photographs taken recently by Mr. Sandon Perkins, the well-known traveller, explorer and lecturer, and contributed by Mr. Perkins to this magazine. Accompanying the photographs was the following brief but very pointed comment by Mr. Perkins respecting the far-northern land which his pictures depict:

"These pictures were all taken in Arctic Canada, just to the south of Lancaster Sound. They should show people that Canada, even in her most northerly parts, has her time of sunshine. These views were all taken in August and September.

The one showing the ship and two boats was taken on September 2nd when the thermometer was at 52 degrees Fahrenheit at noon. Not much furs and zero about that!"

The indications of summer to which Mr. Perkins refers seem to be the absence of ice and snow. The arctic sun is shining brightly on the placid waters and the mountains of rock and the shores of stone and gravel are bare. The summer homes of the Eskimo look more like human habitations than do their winter houses of snow. The men from the ship standing on the shore beside the natives are dressed as sailors would be in Southern Canada on an autumn day, but it will be noticed that all the native children have their hands protected by mittens.

Baffin Land, to the south of Lancaster Sound, is named after the famous English navigator, William Baffin, who sailed these northern waters as early as 1612. His last voyage was to the East. At the siege of Ormuz, which the English were helping the Shah of Persia to recover from the Portuguese, he was killed in January, 1622.



A summer day in Milne Inlet, showing the island named after Mr. Perkins.

When examining the map of this northern fringe of Canada one cannot fail to observe how many are the names taken from the geography of the Motherland. On the north side of Lancaster Sound, and, therefore, opposite Baffin Land, is North Devon Island, and to the north and east are large islands bearing such names as North Somerset, Prince of Wales, Cornwallis, Melville, Victoria and King William, these names indicating to what nation belonged the hardy explorers who first navigated these waters and set foot upon these lone lands of the Eskimos.



Eskimo summer houses of skins with doors of wood.



A group of natives and three sailors from a whaling vessel.

CHRISTMAS IN MANY CLIMES

THE EXPERIENCES OF AN EX-MEMBER OF THE ROYAL NORTH-WEST MOUNTED POLICE ON THE CANADIAN PRAIRIES AND IN SOUTH AFRICA

(Written for CANADIAN LIFE AND RESOURCES)



Old Fort Garry Gate.

It was Christmas night and in the big room of the Hudson Bay Company's house was high revel. Indian and half-breed girls were decked in the very gayest of the gay plaids and colored handkerchiefs the trading stores provided. The men, not to be outdone, were dancing the lively steps, with endless changes, of the "Red River jig," the beads—silk or quill-work—on their moccasins flashing in the light of

many candles. Merrily did the fiddlers scrape the strings and many were the curious sounds which followed. The few white men of this Arctic spot were seated around talking. I and another were amongst them, puffing steadily at our pipes and seeing in the smoke the many scenes of past Christmases. Presently the other man said it was too hot, so getting up and elbowing our way through the crowd around the door we reached the outer room. "Let's go out and talk," said Joe.

So putting on our deerskin shirts, pulling the hoods well about our cheeks and driving our hands into large, blanket-lined mittens, we plunged from a temperature above the average summer heat to the bitter, silent cold of an Arctic night. But what a night! Stars in their myriads spangled the dark blue of the heavens, whilst from point to point shot rainbow-colored arrows of Aurora. The earth also received a tender light from the glory of the Arctic and across the broad, white expanse of river we saw the silent sentinels of pines on the far side and towering above them the foothills of the Northern Rockies.



Trading with an Eskimo at Fort McPherson.

As we stood and watched the scene Joe remarked, "Say, this is the clear thing."

"It is," said I, "what a poet would call romantic."

It was that last word "romantic" that held the charm, for at it Joe started and turned upon me, saying:

"Romantic, I should just say it is. Why, bless your heart man, you're in the thick of it, you make it with every act you perform and with every word you speak. My whole life, short as it is, is one big romance." Then he started, and I will, as well as I can, give you just a few days of Joe's life—Christmas days of the last ten years.

"Ten years ago I was on an old wool-trader bound from Sydney to the Phillipines. It being Christmas there was no work beyond washing-down. I was apprentice at the time and with the other five boys we spent a gay old time. Shortly the call to 'lay aft' attracted our attention, and with the men we trooped on to the quarter-deck to wish the 'after guard' or officers the season's greeting. Shortly after returning to our quarters the 'old man' himself (as we irreverently called our captain) appeared and called two of us aft. Two went, and in a few minutes re-appeared with a large hamper, with which we scampered to our quarters. That was our Christmas dinner sent us by friends on the other side of the world. Dinner over songs and choruses followed and did not cease until the hour arrived that sent us to our bunks or to our duty.

"The next Christmas I spent in South Africa. War had been declared during the preceding October, and—well I wanted a job and enlisted—I went to the front and was first under fire at Colenso. Ten days after came Christmas. Reveille, sounded early for 'arms,' for we were doing outpost for the day. Cold and cheerless we tumbled out and saddled up. We moved off in the semi-darkness un-



One of the deposed rulers of the North-West.

til halted by a sentry, and peering ahead we could just see the forms of the night picket we were to relieve outlined against the grey of the veldt, while beyond and above them rose those grim, black mountains which lay between ourselves and the men we hoped to relieve at Ladysmith; and did eventually. After the officers had exchanged their orders we took up our posts. Presently the murky dimness of the night gave way; a few minutes later the sun was up and it was Christmas day. The outlook was not good for fun; it was to be stern business before night-fall, too.

"Soon after daybreak a party of us set out on patrol to see if any of the enemy were in sight, and, as usual, we were allowed almost up to the river (Tugela) when rifles and small field-pieces rang out their challenge and we quickly fell back. On our return we went out in parties to relieve those who had already done their outpost duties. Once there we settled with our faces towards the enemy's position. Silence reigned supreme and our thoughts were far away. Suddenly a slight stir amongst the brush, and a sharp crack, a spat against the rock which formed

our shelter, and, almost before we knew it, the 'ball' had begun. Sending for reinforcements, two of us stole cautiously from rock to rock to seek the best position to repay the enemy, and long before reinforcements came I was the only one of that outpost. Long, my mate, was dead, with a bullet through his head. And this was Christmas! It was evening before we fell back to our camp. Of nearly fifty men who had set out, two officers were missing, another wounded and dying. Of the men, four were dead and twice as many we carried into camp. It was a sad party that filed into camp that Christmas night.

"The next Christmas I spent alone in London, and the next on an ocean-liner in mid-sea. Then I joined the Police and I have spent the last five winters in the Canadian West.

"The first was full of fun. Stationed in a western town, day began bright and early, when the eastbound mail came in with a living freight of blue-jackets, who, as soon as the train came to a stop, tumbled out of the cars pell-mell, and without delay commenced a game of football. What a crowd they were! Happy, hearty and healthy they cared for nothing. Many of them were running about on the snow bare-footed. Good wishes were the order of the day, and when at last the train pulled out on its way, cheers rang out from train to platform and back again. Sports and pastimes filled the day. Cowboys raced their mounts up and down the streets and with their shouts of laughter and their jokes made remonstrance useless. Well-filled sleighs flew up one street and down the other. At five o'clock we wended our way to the hotel for dinner. There were enough dishes 'to stock' a healthy policeman for a year. Dinner ended, a select few adjourned to the Police quarters and there discussed Christmases of the past, ending the night with time-honored songs of home and country.

"My next Christmas was on a prairie detachment—just another and myself. We were fifty miles from the nearest collection of houses, called by courtesy a town, and several from our nearest neighbors. These neighbors had been good friends and so we had them to dinner. The guests came early and the dinner was ready at 3 p.m. A large turkey, a large roast of prairie beef, a roast of venison, some prairie chickens, several different kinds of fresh vegetables, the dish of Xmas with holly and flaming sauce, the best of mince pies, a large home-made cake, fruits and nuts and a few other trifles, for seventeen people; and that is the way a policeman can live on a good detachment. The dinner was prepared and cooked and served by the two of us and a great success it was. But the real fun began afterwards, when all the ladies insisted on washing-up. What jokes there were about the methods we had of keeping our kitchen and utensils 'clean,' and many were the useful lessons we picked up to help us in our cooking. And then we adjourned to romp, and romp we did. Dances followed, songs, recitations and all the fun of Christmas. Towards morning the fun ended.

The dance was done, the tales were told, and as we stood out under the clear and starlit sky and listened to the jingle of the sleigh-bells, our thoughts went over the prairie and the ocean to other lands where those we loved were sleeping after their Christmas or getting well into the fun of it.



North-West Mounted Police at Fort Walsh in 1878.

"And then I came up here—sixty miles within the Arctic Circle and frozen-up from October 1st to the end of May, and yet I like it. Romance is here—the romance we read of in old Ballantyne and Fenimore Cooper—for here we are in an outpost of the Empire in the very top, left-hand corner of the map."

The Christmas we had just spent there had been a gay one. The morning had been passed in greeting the population, and towards noon we had gone out into the twilight, which is the Arctic winter day, and played an uproarious game of football. The ball was made of tanned moose-skin stuffed with the hair of the same animal, and all the players wore shoes or moccasins of the same leather as the ball-cover. The players were all the male population and the "gate" consisted of all the women folk. Pretty half-breed girls or Indian girls in brilliant dresses and shawls made a pretty picture against the white snow. Later we joined in the sports of the day. Wrestling, running, jumping and shooting for prizes we ourselves put up, or were put up by the traders, kept the Indians in fun and ourselves amused until we went to dinner and the Indians to their "feast." Eleven white men sat down, and that was the whole white population within a radius of two hundred and fifty miles. Happy, of course we were happy; and our spirits were brightened by the roast of moosemeat and a colorable imitation of a plum pudding. That pudding was a marvel. About the only ingredient it had in it which corresponded with the genuine article was plums.

A dance followed the dinner, and so came to end the Christmas festivities of that little outpost on Canada's far northern frontier. In no part of Canada is Christmas more generally or more heartily observed than in the West, and each succeeding Christmas sees thousands of more people there to enjoy its festivities.

S. Yelme Dene.



The Guardians of the Plains—A troop of Royal North-West Mounted Police in summer uniform.



A fine Dutch piece by the great painter, J. H. Weissenbruch.

CREATIONS OF THE ARTIST'S BRUSH



ART in Canada has found not only an appreciative and sympathetic friend but a generous and practical patron in Mr. J. W. Woods of Ottawa, who, in the intervals of a very busy and successful business career, has found time to acquire a collection of pictures and other works of art that display a taste and judgment which do him great credit. Mr. Woods' collection comprises nearly thirty fine examples of the Dutch school of art alone, whilst the modern English and other masters are well represented by fine specimens of their work.

The latest addition to Mr. Woods' collection, which overflows to all the rooms of his spacious and beautiful home in Chapel Street, Ottawa, is the head of a child by George Romney, reproduced in this article. This picture, in an excellent state of preservation, was purchased by Mrs. Woods of Mr. Wallis of the French Gallery, London, Eng., only a few weeks ago. It has all the peculiar beauty and charm of the artist's draughtsmanship and scheme of color, the expression of the mouth being

particularly happy and reminding one of some of the famous portraits of Lady Hamilton by the same hand.

Another very beautiful picture of childhood, by a very different painter, is the *Pleters*, reproduced in this article; and here the child asleep in the cradle is a beautiful example of this artist's inimitable work.

The *Corot*, for which Mr. Woods gave twenty-two thousand dollars, is not here reproduced by itself, but can be seen in the view of the drawing-room, where it hangs to the left of the large picture in the centre of the long wall.

One by Wm. Maris, extremely fine, is here illustrated, and the *Th. de Bock* is also a striking example of this artist's strong and daring work; but perhaps the most beautiful of all is the *J. H. Weissenbruch*, almost perfect in the tenderness of its tone and color, its finely-felt atmosphere and the masterly skill displayed in the treatment of the sky.

The small pastoral scene with sheep is by H. H. Vickers, an Ottawa artist, of whose work, charming in color and admirable in detail, Mr. Woods has several excellent examples.

The *Ward* also is a very fine example of genre painting, as good as anything this master ever painted. A *Leader* hangs in the large drawing-room, and one of Swan's iciest and cleverest



A cattle piece by William Maris.



An interior by Pleters.

painting of the Polar bears in the small entrance hall.

It would be impossible in the space at our command to give even



Mr. J. W. Woods.

a list of the many other fine pictures, but mention must be made of the Rubens—"The Burning of Troy"—Mr. Woods' first important acquisition, although he started buying while still at college.

The owner of this collection was born at Kildare, Que., which place was named after the family home in Ireland. Mrs. Woods, who shares her husband's artistic taste, as is evident in all parts of their beautiful home, is a niece of the Hon. Senator Edwards of Ottawa.

In the midst of his many business duties, for Mr. Woods is either president or a director of a number of the leading commercial and industrial establishments in Canada, he has found time not only to study art and collect pictures, but also to serve the public in various capacities in connection with a number of important organizations. He is President of the Ottawa Board



Young Duke of Devonshire by Romney.

of Trade, which is endeavoring to do much to foster the commercial and manufacturing interests of the Capital and to



Mrs. J. W. Woods.

make the advantages of the beautiful city better known. He is also President of the Ottawa Hunt Club and of the County of Carleton General Hospital.

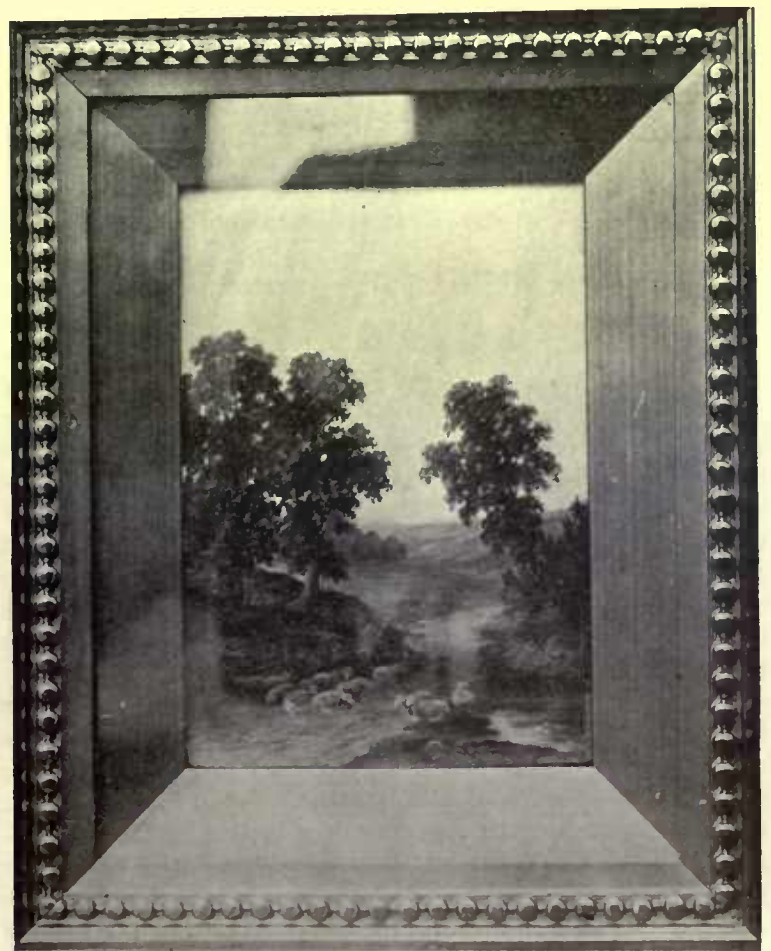
In addition to these offices he is Chairman of the Finance Committee of Earl Grey's Musical and Dramatic Competition and Captain in the Governor-General's Foot Guards.

In a country like Canada, comparatively young, with a large portion of its area unoccupied or sparsely settled and with much of its vast resources undeveloped, it necessarily follows that material things must occupy a large and usually a first place in the public mind. But in this age of what may be called material conquest it is well that some of our citizens have the means and taste to cultivate the arts and do something to develop an appreciation of those things which appeal to the higher qualities of heart and mind.

A. W. S.



This is a remarkably fine de Bock.



Pastoral scene by H. H. Vickers, Ottawa.



The greatest enemy of our timber wealth—a fire sweeping through a northern forest.

FOREST FIRES IN CANADA

(Written for CANADIAN LIFE AND RESOURCES by H. R. MACMILLAN, Assistant Inspector of Forest Reserves.)



A GREAT deal of the actual wealth of Canada at present, and a very great part of the potential wealth of the nation yet to grow, consist of the forests which clothe the valleys of the Coast and the Cascade mountains and stretch in an unbroken sweep across the continent north of the great plains. Should this timber be destroyed, as it may easily be by forest

fires, such as have so recently devastated the Elk River Valley and such as have so frequently swept over thousands of square miles along the railway lines, not only will the country be the poorer by the loss of the timber destroyed, but soil which has been ages in the making will be burned and exposed to the erosive power of rain and flood, large areas of the country will lose their ability to produce even a timber crop, rivers will be deprived of their reservoirs and will vary from floods in seasons of rain to dwindling streams in seasons of drought; throughout the whole organization the balance of nature will be upset and always to the detriment of the human population.

Concrete instances of destruction by forest fires are not lacking in Canada, but the reader will be mistaken who believes that the Fernie disaster, so widely heralded in the press, was in point of timber destroyed or national wealth lost one of the most serious. There have been greater fires in the north country—fires where lumber enough to build whole cities, ties enough to supply complete railway systems, even such as we have in Canada, and fuel enough to warm the coldest of our winters in the greatest of our provinces, have been swept away without raising

a comment on any editorial page. This might be taken as a tribute to the vastness of our forests, a proof of our security against timber famine, but it is far from that; it is an evidence of our national ignorance, our criminal negligence, the apathy of the public conscience towards a fire which does not endanger the present luxuries and necessities of private citizens or immediately raise the tax rate. This apathy has been this year, was last year and will be next year the greatest friend of the forest fire. When it is dispelled by public information regarding the frequent devastation by forest fires, fires will be controlled or held within bounds. Had the citizens of Fernie been alive to their danger, or even to their responsibilities, the town would not be a blackened ruin to-day; its families would not be saddened by death or broken by misfortune.

Canada must have, and will have, as soon as the public demands it, an efficient fire protective service.

The Dominion Forestry Branch at present devotes a great deal of its energies towards checking forest fires. Rangers are stationed on nearly all the forest reserves, and, in addition, as many as can be secured are placed at those settlements which serve as the chief jumping-off places into the hinterland of Manitoba, Saskatchewan and Alberta. From these points the rangers travel by horse, boat or on foot along the most frequented trails and waterways, keeping notices posted calling the attention of travellers to the danger from fire, watching as closely as possible all railway construction camps, tourists, settlers and Indians, to see that no fire is carelessly or maliciously started where it may spread into the woods. When a ranger discovers a fire, if he cannot extinguish or check it unaided, he hastens to the nearest

settlement, commandeers the men and directs operations until the blaze is extinguished. The ranger is given power to arrest anyone setting fire, to compel railways to construct fire-guards along their tracks, to clear their right-of-way and use spark-arresters on all locomotives. Such is the theory; no theory could be better.

But as is not infrequently the case, there is a slight discrepancy between theory and practice. To begin with, settlement has proceeded much faster, exploration has opened up many more new avenues of travel than it has been found possible to police, and, unfortunately, it is always during the first year that the timber is burned off. Thus, with the passing of the Indian in the West there has been the passing of the forest, and though timber will be more important in this Western country than can any mixture of Indian blood, as yet the area of Indian Reserves exceeds the area of forest reserves, and the appropriation for Indian propagation is twenty times the expenditure for fire protection on the public domain.

Every forest ranger has much more territory than he can cover. Running through forest land are railways upon which no spark-arrester has ever been known to travel, there are lines cut through solid timber along which the full right-of-way has never been cleared, let alone a sod having been turned or a tree felled for a fire-break; there are settlements in which no restriction is imposed respecting the burning-over of scrub or timber land; there are trails and rivers where Indians, campers, team-



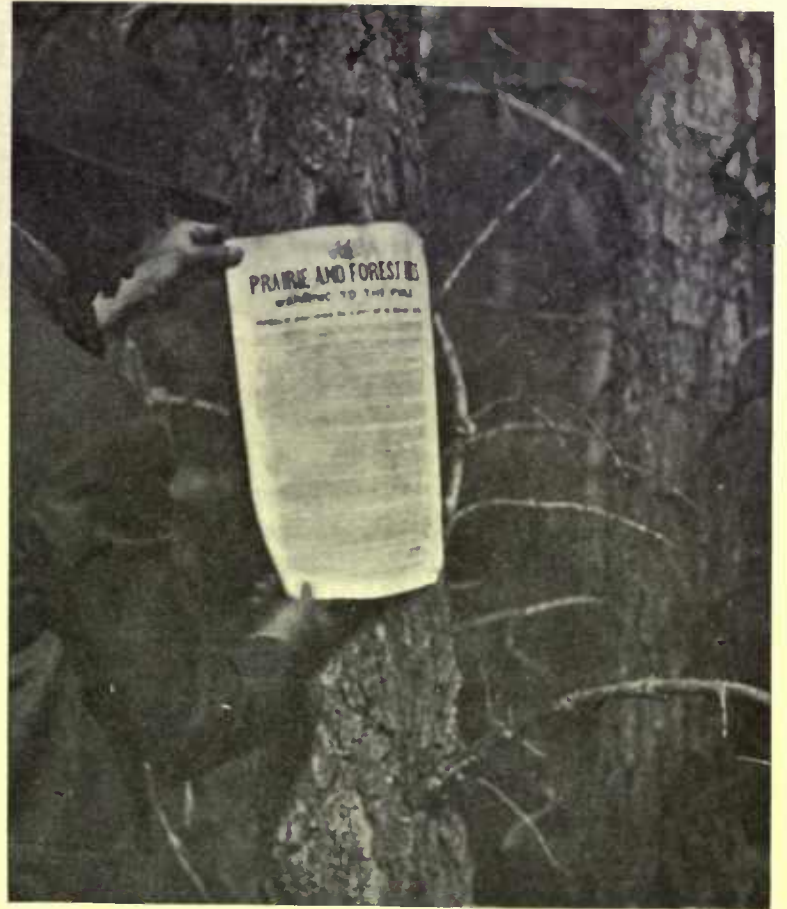
Lumbering in the forests near Fernie, B.C., before the district was swept by fire,

sters and river-drivers know not the face of a fire-guardian nor the wording of a fire notice; there are hundreds of ignorant navvies hoarded in northern construction camps who can only be prevented from spreading fire in the forest by pressure of the law, but who are unwatched. Surely this is a false economy for which we shall dearly pay.

What is needed is more men and efficient men. Of course it will be impossible to have a fire-guardian everywhere, but it should be possible to have reliable men during the danger season patrolling all the railway lines under construction, patrolling the lines operating through timber and moving about through those regions where new mines and prospects are being developed or new farm lands cleared for settlement. Not only will they be on hand to prevent or check fire, but they will encourage a more rational attitude towards forest fires and by their presence render the pioneering and travelling public more thoughtful and cautious.

If it is too late to save our first crop of timber, let us begin now to furnish protection for the second crop which has been bountifully and mercifully provided for us and upon which we shall soon have to depend.

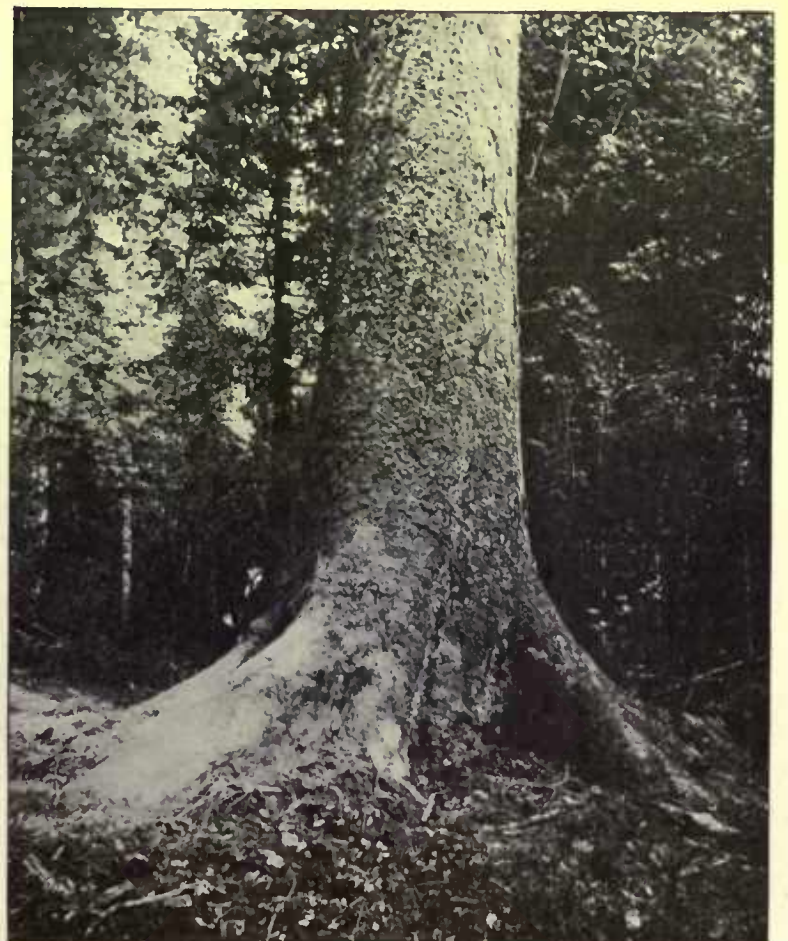
In concluding an article on this subject Mr. Ellwood Wilson, C.E., writes: "If we can keep out the fires we shall help very materially in the conservation of water supply and in the regu-



A notice that should be seen and obeyed by every traveller in the north country.

lation of stream flow, for burnt land allows the water to run off into the streams much more rapidly than land which has merely been cut over and streams with burnt-over watershed are liable to greater alternations of level than others.

Education of all the people who work in the woods, who own woodlands and who live in the neighborhood of forests is the best and only lasting sort of fire protection. This and a rigid enforcement of the excellent fire laws would soon render forest fires a thing of the past."



A Douglas fir 37 1-2 feet in circumference in a British Columbia forest.

ACROSS THE SUB-ARCTICS OF CANADA

AN ACCOUNT OF A JOURNEY OF 3,200 MILES BY CANOE AND SNOWSHOE THROUGH THE BARREN LANDS THAT GIVES MUCH INFORMATION RESPECTING THE FAR NORTHLAND



A pioneer of the North.

ON the evening of New Year's Day, 1894, under the light of the street lamps of the little town of West Selkirk, Man., there trotted to its destination a train of four dogs hauling a carry-all on which were seated two fur-clad travellers. That ride up the streets was the last stage of a journey by canoe, sled and snowshoe commenced nearly eight months before and covering three thousand two hundred miles through the Far Northland. The two travellers were J. W. Tyrrell, C.E., and his brother, returning to civilization from a journey across the sub-arctics of Canada. One of the fruits of that journey was a valuable contribution to Canadian literature, for shortly after his return Mr. Tyrrell wrote an account of his explorations in the Barren Lands and along the western shores of Hudson Bay. Accounts of travel, when written in the direct and uniformly pleasing style that Mr. Tyrrell commands, are always interesting, but apart from its entertaining qualities, which are certainly of a high order, this book possesses a value based on the more substantial grounds of public utility. It tells the people of Canada about the vast hinterland lying beyond the northern frontier of the three prairie Provinces—the lone North where the land of the Indian and the Eskimo meet, where wild animals abound and hunters roam, a region that still largely holds the secrets of its wealth and its possibilities of development. Upon the geography of the country, the character and extent of its resources, the conditions of its climate and the lives of its sparse population, Mr. Tyrrell throws a flood of light, mingling in a most interesting manner reliable and important information with accounts of the day's travel, its toils, its hardships and its adventures.

"Across the Sub-Arctics of Canada" is the title of Mr. Tyrrell's book and the journey therein described bears it out. That journey commenced at Edmonton, from which the explorers set out on May 22nd, and seven days later they left Athabasca Landing, the jumping-off place, for the Far North. Travelling by boat down the Athabasca River and through Athabasca Lake, they struck out on July 2nd across that vast tract known as the Barren Lands, coming out at the end of August on Chesterfield Inlet, a western arm of Hudson Bay, 500 miles north of Fort Churchill. Then the shore of Hudson Bay was skirted as far south as York Factory, from whence the party struck across country to Lake Winnipeg, which was reached on the day before Christmas, and on the evening of New

Year's Day they completed their journey at Selkirk. Over those three thousand two hundred miles Mr. Tyrrell takes his readers, and long as the journey is the interest never flags, the pages are



Water transportation in the Far North—A Hudson Bay Co. boat under sail.

never dull or uninforming. He tells of the dangers of the rapids and the toils of the portage, of the herds of reindeer which graze upon these northern plains, of the musk-ox and its enemies, the Indian and the Eskimo; of the fish of Hudson Bay and of the forests lying between that inland sea and the farm lands of Manitoba and Saskatchewan. The reader who sets out with Mr. Tyrrell on this journey will accompany him to the end of the last chapter, where his dog-train sets him down in the little town of West Selkirk.

A new edition of Mr. Tyrrell's book, revised and enlarged, has just been brought out by the original publisher, William Briggs of Toronto. This second edition, like the first, contains a complete account of the journey, also a list of plants collected on the expedition, a vocabulary of Eskimo words, a route map and full classified index. It is illustrated from photographs taken on the journey and from drawings by Mr. Arthur Heming. The second edition contains several new chapters, which greatly add to the interest and value of the work, making it a very timely book now that the Government have announced their policy with respect to a railway to Hudson Bay. These chapters discuss the resources of the region and the navigability of the Bay and Strait, and, therefore, contain much information respecting one of the pressing national problems of development.

After giving a summary of the history of Hudson Bay, Mr. Tyrrell discusses the resources of the district, under the three heads of animal,



Mr. J. W. Tyrrell in Eskimo costume on the shore of Hudson Bay.

vegetable and mineral products. "By far the most valuable animal product," writes Mr. Tyrrell, "is the Right, Bow-head or Greenland Whale, which is found in the northern parts of Hudson Bay and Strait. It is the species from which the whalebone of commerce is derived as well as a large amount of valuable oil. The commercial value of a single specimen ranges from ten to twenty thousand dollars, depending upon the size and consequent production of bone and oil." The average value of a whaling cargo from the Bay is about \$35,000, consisting of the products of the variety already mentioned, the white whale, which is very abundant, and the Narwhal or Sea Unicorn, which possesses a long spiral horn of very fine ivory worth \$3 a pound.

The walrus fishery ranks next in value, "the marketable products of a single adult walrus being worth from \$30 to \$40." Then comes the seal, of which three varieties are mentioned, all valuable because of their hides and oil.

Salmon are found in abundance both in the Bay and Strait,



A dog-train and carry-all in the Far North.

handled a single black foxskin which realized for its owner the sum of \$1,600." Waterfowl are numerous, and in many places geese can be killed with a stick by the hundreds.

Agricultural development Mr. Tyrrell thinks possible in the southern part of the district, where there are valuable belts of spruce and tamarac, mixed with poplar birch and cedar. The supply of pulpwood is almost unlimited.

Of the mineral products little can be said, excepting as to prospects. Iron ores are known to occur in several localities, copper has been found, though in unknown quantity, also galena, gold and silver and graphite.

Summing-up respecting the resources, Mr. Tyrrell writes: "I think the facts pointed out are sufficient to support in the very strongest manner any well-advised scheme to open up the territory either by rail or steamboat transportation, or both."

The question of the commercial navigation of the Bay and Strait is fully discussed, all the authentic data respecting the problem being reviewed in detail. With this information before him the reader of these chapters of the book will be in a position to draw his own conclusion. Mr. Tyrrell gives his in the following words:

"The Strait can, in my opinion, be relied upon for unobstructed navigation from the 15th of July to the 1st of November,



A herd of caribou in the Barren Lands.

and whitefish are taken in large quantities at the mouths of several of the rivers. In many of the streams lake trout and sturgeon are plentiful.

Reindeer are the natives' chief source of food, and the musk-ox, one of the noblest and most valuable animals of the northern shores of Hudson Bay and adjacent territory, is found in very considerable numbers. "I have seen," writes Mr. Tyrrell, "musk-ox robes stacked by the Eskimos like hay-cocks along the shore of Chesterfield Inlet, awaiting an opportunity to market them."

Besides the polar bear, "the monarch of the Hudson Bay region," the other fur-bearing animals of the Northland are found in abundance. "I have seen," writes our author, "several black foxes and about a thousand white ones trapped by a few Eskimos in Hudson Strait during one winter; and I have also seen and



Shooting the Mountain Rapid, Athabasca River.



An old voyageur.

with a possible extension of two weeks at either end.

In conclusion, I would say that the proposition to open up a route for commerce through Hudson Bay and Strait is, in my opinion, a wise and perfectly feasible move, both because of the service it will render in developing the local resources of the country and because of the additional transportation facilities it will afford for the products of Western Canada."

Mr. Tyrrell closes his revised edition of "Across the Sub-Arctics of Canada" with the poem, "Open the Bay," by Mr. Charles Mair of Lethbridge, author of "Through the Mackenzie Basin," which was reviewed in the September issue of this magazine. The poem in part is here reproduced.

OPEN THE BAY.

Open the Bay, which o'er the Northland broods,
Dumb, yet in labor with a mighty fate!
Open the Bay! Humanity intrudes,
And gropes, prophetic, round its solitudes,
In eager thought, and will no longer wait.

Open the Bay which Cabot first espied
In days when tiny bark and pinnace bore
Stout pilots and brave captains true and tried—
Those dauntless souls who battled far and wide,
With wind and wave in the great days of yore.

Open the Bay which Hudson—doubly crowned
By fame—to science and to history gave.
This was his limit, this his utmost bound—
Here, all unwittingly, he sailed and found,
At once, a path of empire and a grave.

Open the Bay! the myriad prairies call;
Let homesteads rise and comforts multiply;
Give to the world the shortest route of all,
Let justice triumph though the heavens should fall!
This is the voice of reason—manhood's cry.

Open the Bay! Who are they that say "No?"
Who locks the portals? Nature? She resigned
Her icy reign, her stubborn frost and snow,
Her sovereign sway and sceptre, long ago,
To sturdy manhood and the master, Mind!



Starting on a two-mile portage.

OUR HISTORY IN STATUES AND MONUMENTS

XXIV.



Sir Antoine Dorion.

man was Sir Antoine Dorion. For so many years he occupied that prominent position that the generation who knew him as Chief Justice had almost forgotten that that kind, simple, gentleman was once a politician during a number of the stormiest years Canadian public life has known.

During the fifteen years immediately preceding Confederation Canadian politics were in a chaotic state, the result in a large measure of the transition from rule by a Governor and an appointed executive to rule by a responsible ministry. Great constitutional questions were pressing for settlement and by the very force of circumstances great men were brought to the front

ONE visiting a few years ago an appeal sitting of the then Court of Queen's Bench of the Province of Quebec could not fail to carry away a lasting memory of the rather elderly, thin gentleman, with sallow, wrinkled face, who presided there. His natural dignity, so becoming the place, and his great earnestness of purpose and unflagging keenness of mind were so marked that they could not fail to impress one who came within his presence, even for a short time and as a mere spectator. Coupled with these high qualities was a kindness of manner that was almost gentle. That

—Baldwin and Lafontaine, Macdonald and Cartier, Brown and Dorion.

Born of a family long prominent in public life, Antoine Dorion, ten years after he was admitted to the Bar in 1842, was elected by a Montreal constituency to the Assembly of United Canada. There was then growing up in Lower Canada an aggressive and in some respects a radical party known as the *Rouges*, which, although holding on many questions views differing from those of the Reformers of Upper Canada, had so much in common with the latter that a certain measure of co-operation between them was possible. "The leader of the *Rouges*" writes Mr. Jno. Lewis in his *Life of George Brown*,



The monument marking the grave of the late Sir Antoine Dorion in the Cote des Neiges Cemetery, Montreal.

"was A. A. Dorion, a distinguished advocate and a man of culture, refinement and eloquence."

Between the leader of the *Rouges* and the leader of the Reformers a friendship grew up and they soon began to work together. In 1858 they formed the short-lived Brown-Dorion Government, whose tenure of office lasted but a day. This was the period of many ministries, and when a few years later the Reformers were again in power, led by Sandfield Macdonald and L. V. Sicotte, Mr. Dorion gave them his support. This Government was followed, in 1864, by the coalition ministry, of which both John Macdonald and George Brown were members, and which paved the way for Confederation.

To this project as it finally developed Dorion was opposed, although in 1856 he had moved in the House a resolution favoring the federation of Upper and Lower Canada. Mr. Dorion feared that the federal union, as outlined at the Quebec Confer-

ence, would be changed into a legislative union to the detriment of the cherished institutions and local rights of Lower Canada. He was also opposed to an elective Legislative Council being replaced by an appointed Senate, nor did he approve of the building of the Intercolonial Railway.

In the Liberal party that developed in opposition during the years following Confederation, Dorion was a prominent member, and when in 1873 the party under the leadership of Alexander Mackenzie attained power, he took office as Minister of Justice, holding the portfolio for a year, when he resigned and retired from political life in order to become Chief Justice of Quebec. Over the Court of Queen's Bench he continued to preside until his death. Perhaps it is not saying too much to claim that no abler or more painstaking man ever sat upon the bench in that Province. Perhaps he was greater as a judge than as a politician, but in both fields his record was honorable.

NOTES OF THE EMPIRE

"Canada and the Empire is our politics."

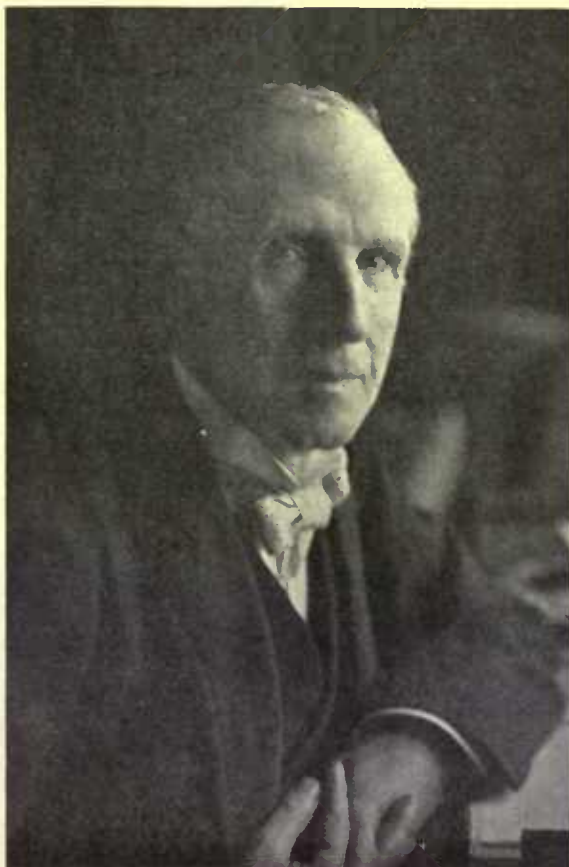
"WHAT is going on in India?" is a question often asked in these days. There is no part of the Empire less understood than the great Asiatic peninsula where three hundred millions of King Edward's subjects live. If the British people themselves have, in the mass, no clear idea of the position of their race in India, it is not surprising that the colonists should have little interest in this part of the Empire. India has never interested the people in Great Britain. It was so in the time of Clive and Warren Hastings—it is so to-day. The 100,000 British who live in India—who rule India—are little thought of and little understood at home. It is not our purpose now to enquire into the reason for this.

WHAT we are desirous to set down for our readers is some information upon the present position of affairs in India, which promises grave trouble in the future. It is our belief that the next few years will see another conflict in India between the British rulers and the Indian subjects. Our race will be called upon to convince the Indian people that they are still their masters.

THE cause of the present unrest and rebellious feeling is the result of the so-called "education" of the Indian in civilization. Large numbers of wealthy Indians have for some years been coming to England to be educated. These men have been to the universities, have been called to the Bar and entered into other spheres of English educational life. They possess a great acquisitive power which enables them to come out in high positions in examinations. But fine qualities of character they seldom possess. As men they take a low place compared with the Anglo-Saxon. On their return to India, these individuals are galled by the inferiority of their position. At home they sat at the same desk, ate at the same table as the best of England's sons. In India they are the inferiors of every European—denied admittance to the clubs, etc. So they commence

to agitate. They use their education to make the Indian people discontented with their lot. False ideas of educating the masses on the part of some statesmen at home have supplied fuel to the flame. The Indian is an inferior and must remain so—history shows him to be incapable of self-government. Before the British came the record of India is a record of continuous wars and hideous slaughter. But the past is forgotten in the light of the present prosperity. This is the general position.

TWO events of recent occurrence have increased the unrest. The first was the partition of Bengal into two provinces—September, 1905—which aroused great discontent amongst the educated Bengali Hindus, as it diminished the amount of patronage open to them. The resignation of Sir Bamfylde Fuller, the Lieutenant-Governor of Eastern Bengal, took place in August, 1906, because the Indian Government declined to take measures, which he thought necessary, against certain schools where sedition was taught.



Lord Morley
Secretary of State for India.

THE second great event was the victory of Japan over Russia. This triumph of an Asiatic people over a European nation intensified the movements in India for freedom from British yoke. Since that war the position of Anglo-Indians has become very unpleasant and even dangerous. Whereas a few years ago an Englishman walked, without any thought of carrying arms, in the meanest alley or lane, he is now liable to insult and even attack and carries weapons of defence. Quite a number of English officials have been killed. A large part of the native press has become seditious.

ONE instance will serve to show the kind of matter which is published. On April 25th, 1907, the native journal *India* published "an open letter to native soldiers from a frontier soldier in America." It accused the English of systematically debasing the Hindu by withholding from him a

liberal education, and asked the native soldier whether he was not ashamed of being sent to the attack on the battlefield, whilst their white comrades, who were more highly paid, were kept in the rear. Whenever an appeal was made to Americans on behalf of the Hindus, the Americans, it stated, smiled and asked how the English, who were only 100,000, could oppress 300,000,000 of Hindu people, when, if the Hindus united, they could drive the English out with sticks and stones.

FOR publishing this article, which was distributed amongst the native soldiers, the editor of *India*, Pindi Das, and the editor of the *Hindustan*, were each sentenced to five years' imprisonment.

"WE must teach them the lesson of the Mutiny over again," said a distinguished young Indian civil servant to the writer a few days ago. "We can govern India if the officials at home will give us a free hand," he said. "There is not an Englishman in India," he further said, "who does not believe that, few as we are, the English out

there could beat the whole Indian population alone and without any assistance from home if we were allowed our own way."

IF ever India is lost it will be owing to the false sentiment of the British people. Lord Morley, whose portrait we publish, has shown himself a stronger man than was expected in dealing with the present position. Although he waited too long in discovering the facts, he took prompt action when he was assured. In the House of Commons, on June 6th, when answering advocates of Home Rule for India, he said: "Anarchy and bloody chaos would follow England's withdrawal." He has made a firm stand against the agitation in England and India.

WE have not space to write more now on this most important question. The future of India depends upon the British elector. If he backs up the men of his race in India, any attempt at rebellion will be sternly repressed. If the letting of necessary blood makes him squeamish, and his representatives on the spot are thwarted, then India may be lost.

W. B. S. S.



A mid-winter scene near Fort Saskatchewan, Alberta, where the cattle graze out practically the year through, it being only necessary to take them in for three or four nights in each winter.

NOTES OF THE WEST

THE contract was recently let by the Grand Trunk Pacific Railway Company for the erection of three fine new railway depots on the main line to Edmonton. These buildings will be built after new designs and will be complete in all respects and of an attractive appearance. The three points at which the stations will be built are Watrous, Biggar and Wainwright; Watrous being the first divisional point east of Saskatoon, and Biggar the first divisional point west of that city. Wainwright is the first divisional point west of Biggar. The successful tenderers for the erection of these buildings were the Carter-Halls-Aldinger Company and the total cost of the structures will be in the vicinity of \$40,000. Work has commenced and it is expected that all three will be ready for use by the beginning of the year. In addition to the three larger buildings there will be built at once by the company ten smaller stations, which will be put up at various points along the line where depots have not been provided.

The steam whaler "St. Lawrence" followed the "Orion" into Vancouver harbor on November 1st, and the work for the present season for the west coast of Vancouver Island has been abandoned. The two whalers took over 600 whales during the summer. The "St. Lawrence" operated from Kyuquot and broke the world's re-

cord. She took 318 whales, including 241 humpbacks, 66 sulphur bottoms, ten finbacks and one sperm whale.

Sir Thomas Shaughnessy, President of the Canadian Pacific Railway, was recently in the West inspecting his company's lines. Speaking of the new work Sir Thomas said that the C. P. R. had within the past twelve months constructed about one thousand miles of new lines and that they were by no means done. One fact he deplored was that settlers ignored available lands in districts traversed

by convenient and existing railways and settled in remoter locations beyond the reach of transportation facilities and all the other advantages which such facilities involved. Having settled sparsely in such outlying districts, the next thing they did was to agitate for a railway. Now, owing to the slender settlement, the operation of a railway was impossible except at a loss, and the proposition was, therefore, unattractive to any company. How much better it would be from every standpoint, he continued, if the settler would focus attention solely on available land adjacent to existing lines, of which land there was an abundance rather than go out to cheaper land sections to await coming railways, which in the end would cost more than if they went into settled sections served by railways.

The opinions respecting farming in Canada, and especially in the West, formed by the Scottish Agricultural Commission that early in the autumn made a tour of the Dominion and have since returned home, have been summarized in an article published recently in the *London Times* and from which extracts are here reproduced. Speaking first of the general agricultural resources of the West, *The Times* says:

"The profitable nature of prairie wheat-farming impressed itself on the commissioners, though the industry itself is humorously described by one



A crowd at the door of the Dominion Lands Office, Moose Jaw, Sask., waiting to make pre-emption entries.

of them as 'not farming but just wheat mining.' The area still available for this simple and useful form of cultivation is enormous, extending far beyond the limits of what used to be known as the 'wheat belt.' Except in favored localities where the alluvium is particularly deep, the method of cultivation cannot be maintained for many years in its present simplicity without exhausting the soil, just as much as the soil has already been exhausted in similar regions of the United States. Some of the Western farmers are going in for summer fallow, and a certain number not only understand but practise rotation of crops.

The breaking up of the great cattle ranches proceeds apace. On one ranch visited by the commissioner chiefly concerned, practically the whole herd had just been sold to a meat man for about four pounds ten shillings a head.

The abolition of big ranches, however, is being accompanied by an actual increase in the number of cattle in the great ranching Province. Nearly every settler, though devoted to wheat-growing, has his milch cows or work oxen, or both; and the small ranchers, holding no more cattle than they can provide supplementary forage for in a bad season, find it possible to remain in the business,

especially among the foothills of the Rocky Mountains, where a certain amount of 'free range' is likely to be available for a long while yet. A great development of the meat-packing industry in the West is one of the great desiderata of the Alberta cattle trade. In this connection the vexed question of the exclusion of live Canadian cattle from the United Kingdom has naturally come before the commissioners, most of whom consider that the embargo should be removed, and lay stress on the freedom of Canadian cattle from disease.

Horse-breeding is recognized as an industry bringing handsome profits in the West. 'There is a fortune in it,' as one commissioner remarks, 'especially for a man who takes advantage of the present stage of Western development.' There is a great demand among the new settlers for good work horses, and at the price of £40, which is given for an animal of reasonable weight, there should be a profit of about £20 for the breeder. Horses are much easier to raise than cattle and yield a better financial return. Heavier mares are wanted than are now commonly used.

Sheep-raising is another industry which apparently deserves more encouragement than it receives. Considerable areas in the Maritime Provinces and

other parts of Canada, of little use for other kinds of farming, are admirably adapted for this. The meat is first rate and there is no lack of markets, but the commissioners were astonished to find the dog nuisance so severe as to effectively discourage the keeping of flocks. Stringent legislation or the application of such local option dog laws as already exist is prevented by the dog owners' influence.

There is a general impression among the commissioners that Canada offers plenty of opportunities to the small farmer who finds it hard to pay rent and keep his head above water in the Old Country, though the particular Province to be recommended would vary according to the taste as well as the means of the individual. If a man can command £200, or still better £300, he can make a very good start as a prairie wheat-grower, or—and this would appeal more strongly to the average Old Countryman—as a mixed farmer on the beautiful park lands. The man who wants the advantages of closer settlement and an older civilization can buy an improved farm in Eastern Canada. There the prices differ greatly; but, owing to a variety of causes which do not condemn the land itself, and chiefly owing to the fascination exercised on the young Easterner by the New West, an eastern farm with buildings can often be picked up for £200 or £300.

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Toronto's Librarian

TORONTO University has been fortunate in its choice of a successor to the late Dr. James Bain, for many years University Librarian. The position was offered to George H. Locke, M.A., Dean of the School for Teachers and Professor of the History and Principles of Education at Macdonald College, Ste. Anne de Bellevue, Que., and Professor Locke has accepted the offer and will take charge of the library at the beginning of January next.

Professor Locke was educated in the Ry-

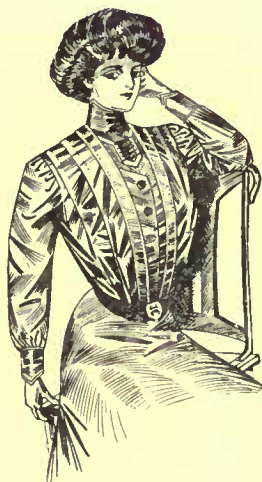


George H. Locke, M.A.

erson Public School of Toronto. He is a son of Rev. Joseph H. Locke, who was in charge of old Spadina Avenue Methodist Church (now called Broadway Tabernacle), afterwards of the Yonge Street Methodist Church and now assistant minister of Central Church, Bloor Street, Toronto. Graduating from the University of Toronto in the class of '93, with honors in classics, he was appointed lecturer in Greek and ancient history in Victoria College. In the following year he took his specialist standing in classics in the Ontario School of Pedagogy and in 1896 his M.A. and B.Paed. degrees at the university. He then went to the University of Chicago for graduate work in classics and philosophy under Professor W. G. Hale and Professor John Dewey. His was the first appointment to a fellowship in pedagogy in that university. In 1897 he was invited to become instructor in the history of education in Harvard University, where he remained until 1899, when he accepted an invitation to return to the University of Chicago, where in the succeeding years he became successively assistant professor, associate professor and dean of the College of Education. During those six years he was editor of *The School Review*, the leading journal of secondary education in America; was on the board that controlled the University Press, and had specially close relations with the development of the library work in that university. His connection with the extension department of the university on the one hand and the inspection of secondary schools co-operating with the university brought him in close touch with the development of libraries in the cities of the

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A. 41.—Infant's hand made wool jacket, in white, beautifully finished with fancy silk stitching in pink, blue or white. Price.....**98c.**



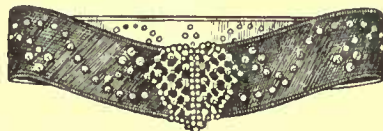
A. 316.—Baby's Toilet Set, white celluloid comb and white bone backed brush, neatly boxed. Price **25c.**



A. 103.—MEN'S FANCY VEST, in fine quality seal brown worsted with red and white dots, well finished throughout.—Note the two new flap pockets. Size 34 to 44 inch chest. Price.....**\$2.25**



A. 903.—White Gibson Lace Collar, with wide frill top; frilling in sky, pink and white and black. Price.....**75c**



A. 910.—Fine Cut steel Elastic Belt, 1 1/2 inch wide, would make a suitable present. Colors: black, brown, white and navy. Price **\$1.95**



A. 77.—SKATES.—Double End Hockey Skates nickel plated steel runners with puck stop; sizes 9 to 11 1/2. Price.....**\$1.30**

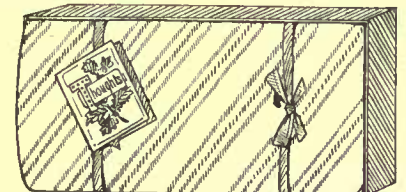


A. 83.—Indian Moccasin Slippers, in a rich dark brown shade, made from the best Canadian seal, fur bound tops, lined with warm flannel. Something odd in footwear, yet extremely serviceable. Men's sizes, 7 to 9, pair.....**\$1.45**

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Middle West. In 1905 Professor Locke was invited by Ginn & Company, the book publishers of Boston, to enter their editorial department, where he remained until last year, when he accepted the invitation of Macdonald College to return to his own country to organize the work in connection with the training of teachers. In addition to his work as dean in Macdonald College, he was during last year acting professor of education in McGill University. He is a member of many societies dealing with educational matters and is a frequent contributor to English and American journals.

Our Icelanders

ABILITY to read and write, and a knowledge of arithmetic, have long been required of its young people as a requisite qualification for confirmation by the State Church of Iceland, the Lutheran. This means that everyone is educated. There are no illiterates and learning has come to be held in very high esteem.

And to this the rigorous climate and the necessary hard struggle for an existence, which goes to make strong, clean men, and you have the chief qualifications of a people likely to make good immigrants—physique and intelligence.

Canada is fortunate in having secured the major portion of Icelandic immigration. It is estimated that 20,000 Icelanders have come to America. These have now increased to 30,000, and the greater number of these are in Canada, almost all in the West. There are nearly as many Icelanders in Winnipeg as in Reykjavik.

For intelligence, thrift, enterprise, the Icelander probably takes the lead amongst the score of nationalities represented in the steady, persistent inflow of newcomers to the New West from abroad. They are known as successful farmers, merchants, contractors, doctors, lawyers. An Icelandic law student recently headed the list in the graduating class in Manitoba. They have two weekly papers and four monthly publications in their own language.—*East and West*.

On Canada, On!

On Canada, On!
O'er mountain and prairie, o'er forest and lake,
Like the light that shone over the world when God
spoke
Her son's tireless toil, spirit's light, now shall take
Canada on.

On Canada, on!
With a welcome to all who lay hands to the plough,
With a pity for all who to any man bow,
With a blow for the graft that would fain not allow
Canada on.

On Canada, on!
With the Britisher's pluck, the gay spirits of
France,
With the labor that builds, with the arts that
enhance,
Will we wake the vast land from her sleep, and
advance
Canada on.

A. W. S.

Th. Chase-Casgrain, K.C.
R. Fabre Surveyer
Joseph W. Weldon

Victor R. Mitchell
A. Chase-Casgrain
Errol M. McDougall

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At the Christmas Matinee

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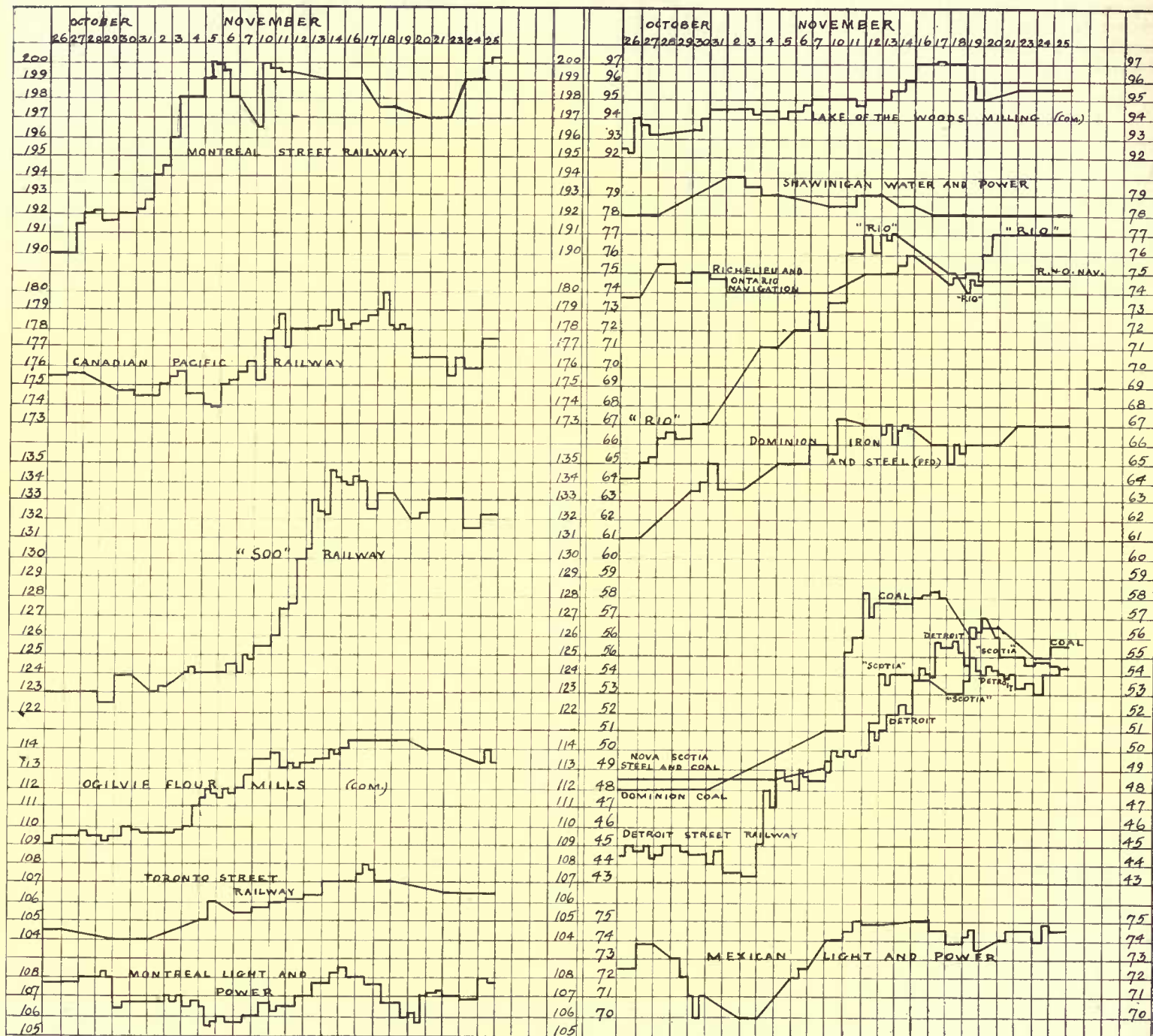
NONE GENUINE unless bearing the TRADE MARK



THE TREND OF THE MARKETS

DURING NOVEMBER

A DAILY RECORD OF THE FLUCTUATIONS DURING THE MONTH



Compiled exclusively for CANADIAN LIFE AND RESOURCES

Better prices the rule.

In no previous month during the present year have the advances in quotations for the representative Canadian securities been so generally important. At the time of writing pretty nearly every one on the chart stands above the figure of a month ago, and most of them show very substantial gains. The explanation must therefore be sought for in the general situation rather than in changes of condition of particular issues. In New York, London and the other big centres the tone during the month has been generally buoyant, and as Canada yields to none in the brightness of her prospects, it was but natural that the Canadian markets should participate fully in the movement for better prices.

Since the elections trade has picked up, noticeably in the United States. Reports of large industries starting up again with full complements of men have come from many parts of the United States. At home the trade improvement had been steadily in progress for some months, but nothing sensational has been seen in the way of resumption of activity.

Dominion Coal is one stock showing a large advance. Owing to the imminence of the Privy Council's decision the rise has been interpreted as expressing the confidence felt by the Coal interests that their side would win. Its importance as an indication of the result to come is, however, somewhat nullified by the fact that the Steel securities also show fair advances. The Steel interests, too, express themselves as confident of victory.

Canadian Pacific has now been reporting increases in gross earnings

The C. P. R. increases.

for quite a number of weeks. Although a decrease was reported for the last ten days of October, it was due to Thanksgiving Day, with its exceptionally large passenger traffic, falling this year in November. The Street believes the gross increases have come to stay, and high hopes are entertained of a most successful year for the company. Though Canadian Pacific stock has not kept pace in the rise with the United States favorites, it is one of its well-known characteristics to take sudden spurts by itself almost, sometimes when the rest of the market is stationary or declining.

"Soo" common is among the stocks showing the heaviest rise. In the week ending November 14th it rose no less than 9 points, and reached a level only some half dozen points below the high record for 1907.

Montreal Power subsided into quietness, satisfied apparently to maintain the advance scored during October.

Mexican also is about the same as a month ago. The stand of the Canadian directors against the proposed lease to the Tramway Co. has given much satisfaction to the investing public in Canada. People are speculating curiously as to what the Anglo-Canadian interest desiring the lease will do with the majority of votes they are said to possess.

Ogilvie Flour Mills and Lake of the Woods have both advanced under a more active demand. This no doubt is inspired by the belief that both will have excellent statements of profits to set before stockholders in the

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autumn of 1909. The big Western crop along with the high prices ruling for wheat and flour, seem to point in that direction.

Detroit United rose some ten points, probably on the defeat of Mr. Thompson and on the gradual betterment of the company's finances.

Bank stocks are firmer.

Bank of Montreal scored a considerable advance in company with the publication of the annual report for the year ended October 31st. The profits were \$1,957,658, or very nearly equal to the record earnings of 1907 (\$1,980,138). This is equal to 13.59 per cent on the capital, as compared with 13.75 per cent last year; and the outlook for business during the coming year is regarded as being a little more favorable.

Other bank stocks also have shown a rising tendency—on the improved outlook for trade.

Most of the excitement during the month has been in connection with the Cobalt shares. Trading in them has been fast and furious and some very considerable rises occurred. Belief in the Cobalt camp as a permanent mining proposition appears to be becoming more general.

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Canada and the Navy

NOT only the duty but the necessity of Canada doing something towards the defense of her own coast either indirectly by contributing to the maintenance of the British navy, or by building ships for service in our own waters—preferably the latter—has repeatedly been advocated in "Our Point of View," and many letters expressing approval of that position upon this important subject have been received from readers scattered far and wide throughout the Dominion.

The *Toronto News* has now taken up this matter and has arrived at the conclusion this magazine presented to its readers more than a year ago. In discussing this question the *News* says in part:

"Anyone who has studied the naval history of England well knows that no enemy has ever yet, with the slightest appearance of success, made a landing on England's shores. The Norman Conquest may be excepted, but that time and occasion may be said to be such ancient history that England's power was not to blame. Napoleon spent enormous sums in naval preparation, determined to effect a landing, but it came to nothing, and, therefore, as before, so now, foreign ships of war will attack the Empire at the points of least resistance, and this is where Canada appears.

In twenty-four hours an enemy's ships could cause Canada more loss fifty times over than an annual expenditure on naval defence would reach if continued for ten years. Hence 'a naval policy is the true financial policy.' Should the European tangle untangle itself, it may then be said

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it was wisdom in our Government to have done what it did—nothing. But that would then be an escape which should warn us to reasonably prepare against invasion, and is it not clear that just as long as we cling on to the Empire just as long must Canada do its duty to itself as part of the Empire. Australia regards the visit of the United States fleet as a means of help against Asiatic invasion. Our Western coast is just as open to the danger and it is straining it tremendously to say the Monroe doctrine is Canada's refuge and protection. Her best protection is her own self, but the means of protection Canada has not got either on the Atlantic or the Pacific. Australia proposes to have nine submarines of the C class and six destroyers and to put them in commission over a period of three years. Canada can hardly do less than this, though the time might be more extended so as to distribute the cost over a greater period."

Our Fur-Bearers.

OUR fur-bearers, writes W. H. Moore in *The Educational Review* of New Brunswick, may be divided into two classes, viz., hardy and half hardy, or those which are active throughout the whole year, and those which den up or hibernate during the cold season. They may also be properly classed as carnivorous, and rodents. These two ways of classification overlap each other and we have hibernating carnivores, and active rodents. Another classification would put them in two groups, plantigrade, and digitigrade.

The plantigrades, or those which when walking place the whole foot upon the ground, are with us only half hardy and include the bear, raccoon, and skunk. These are carnivorous, and the porcupine which also places the whole foot upon the ground when walking is a rodent. But the fur of the porcupine is not suitable for the trousseau of other animals. The hind feet of the muskrat and the beaver are fully walked upon, but are more especially adapted for swimming.

Perhaps the fur bearing animal with which most are best acquainted in one way or another is the skunk. The fur of this animal is made into coats, muffs, collars, etc., and is known to the trade as alaskan sable when of prime quality.

The young produced at one time may number from four to fourteen, and are born in the months of May and June. Very heavy is the drain upon young bird life in the vicinity of one of these large families, for the old female is a keen hunter of wild and domestic birds that nest near-by. In late fall fully a half inch of fat forms underneath the skin of these animals. Such is their condition when they go into winter quarters. Two may occupy the same den sometimes coming out on foraging expeditions during thaws in winter time.

The raccoon's habits are similar to those of the skunk, but to the bill of fare of the latter is added grain of various kinds while in the milk stage, or while the kernels are forming, and fresh water clams are a favorite article of diet. The 'coons are rather more sociable among themselves and frequently hibernate together, as many as a half dozen in one den. The raccoon does not breed so profusely as does the skunk, and six is the greatest number we know of in one litter. It is when the 'coons get into a field of grain that they do much damage, not by the amount of grain eaten but by rolling down the stalks so flat that it is a most difficult if not impossible job to

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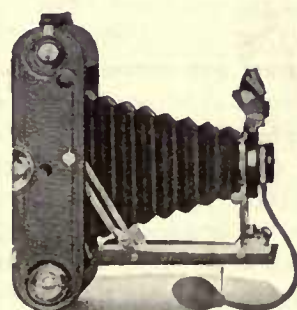
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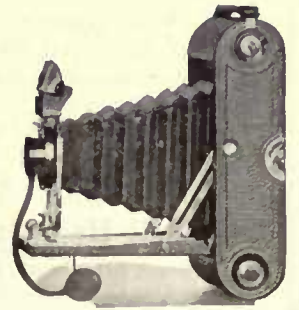
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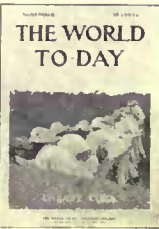


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cut it. They do great damage in some corn-fields by climbing the stalks and destroying the corn.

The bear usually haunts the dense forests and seldom does any damage to farm crops or animals. In districts where big game is plentiful they get a goodly allowance of food from carcasses left by sportsmen and by catching the young of the moose, caribou and deer. They feed largely upon berries and nuts in their season.

The bear is not even so prolific a breeder as the raccoon, as only from one to three young are born at one time, and trappers say that the young are only produced each alternate year.

The winter den of the bear may be under fallen trees, in cavities formed by upturned roots, or among caves in rocks, where leaves and brush are gathered and form a dry, comfortable abode. A bear's sense of smell and hearing are very delicate, so that it is very seldom that one is met with in the woods.

We have two species of lynx, the Canada (*Lynx canadensis*) and the bay (*Lynx rufus*). Large specimens of the former have been known to weigh thirty pounds. The color is light gray, a tuft or pencil of black hair on the ear tips, and perceptible growths of whiskers on the junction of jaw and neck. The feet are very large and hairy. Even the soles are protected with a covering of soft fur; beautiful yellow eyes with vertical pupil (when contracted) instead of horizontal as we see in some mounted specimens. The fur is of good quality when prime. The bay lynx is, as the name implies, of a rufus color. In weight they average a few pounds lighter than the Canada. They have the black ear tufts and side-whiskers, similar to the other species, but the feet are small, round, and with the soles bare. The fur is of very poor quality and is scarcely to be classed as fur.

The Canada lynx is known as lucifee—this name a corruption of the French *loup cervier*—which means deer wolf—loup garou and lynx. The bay lynx is termed bobcat, wild-cat, lucifee and Indian devil. Both species have short tails, a characteristic of the lynx family, distinguishing them from the true cats.

The lynxes are destructive to deer, bears and birds. The number of young produced at one birth is from three to six.

Discovery

THAT man is not the discoverer of any art who first says the thing; but he who says it so long, and so loudly and clearly that he compels mankind to hear him—the man who is so deeply impressed with the importance of the discovery that he will take no denial, but at the risk of fortune and fame, pushes through all opposition, and is determined that what he thinks he has discovered shall not perish for want of a fair trial. Other persons had noticed that coal gas produced light; but Winsor worried London for three years before he could attract any serious attention to his project for gas-lighting. Many persons broke stone before Macadam, but Macadam felt the discovery more strongly, stated it more clearly, persevered in it with greater tenacity, wielded his hammer with greater force than other men, and finally succeeded in bringing his plan into general use.—*Sydney Smith.*

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Two Women Explorers

MISS AGNES C. LAUT, the well known magazine writer, who has during the past year or two contributed to the Press of the continent a mass of information concerning the Canadian West, addressed the Canadian Club of Winnipeg, one day recently on a notable trip she made last summer, being accompanied by another woman, Miss Gertrude Simpson of Winnipeg, a granddaughter of the late Sir George Simpson, governor of the Hudson Bay Company.

Early in July the two ladies, with a guide from the French Fur Company, started from Edmonton to canoe down the Saskatchewan river to Lake Winnipeg, a distance of fifteen hundred miles, which they accomplished in six weeks.

In a twenty-two foot canoe they carried three tents, their camp kit and provisions. As they approached a dangerous place in the river they picked up a second guide from the Hudson Bay posts, dropping him again as smooth water was reached and procuring another when necessary. The two ladies wielded their paddles every inch of the way and oftentimes were left alone to steer the canoe while the guides towed from the banks, when troublesome eddies were met. At night their camp was pitched beside the river, sometimes on high rocky or clay banks, sometimes on pure muskeg. Stops were made at Hudson Bay posts, where riding trips were made into the heart of the Indian Reservations.

Miss Laut speaks very highly of the noble Redman, where he has not received "the white man's contaminating influence." She brought back some very handsome and unique specimens of silk-work on doeskin and buckskin done by these Indians. There, far from the busy haunts of men, labor-devoted missionaries are doing a grand work, while living arduous and often sorrowful lives. The sight of white women on the river aroused interest in all, and Miss Laut says she will never forget the hospitality she met with.

A two days' halt was made and camp erected on the historic site of old Fort Pitt, established a century and a half ago and of which practically nothing remains. Thus our historic landmarks are allowed to disappear.

During this trip the party was bothered considerably by the huskie dogs, which are turned loose in summer. These animals, which are very valuable in the North, become so starved that they haunt the trading posts and steal everything within reach. A close watch has to be kept on camp, else they pilfer everything.

Miss Laut's impressions of the country she passed through will soon be made public.—*Toronto Saturday Night*.

THE Prince Rupert *Empire* has the following very interesting description of the climate and location of that port, the western terminus of the Grand Trunk Pacific Railway:—

That the climate is healthy is shown by the fact that not a death, or even a case of prolonged sickness, has occurred at Prince Rupert. The town was started in June, 1906, and at times since as high as 350 people have lived here, and the sanitary conditions could not have been perfect at all times. The days are long in summer and there is sufficient daylight at 9.30 o'clock in the evening to read by.



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The country between Parry Sound and Sudbury, traversed by the **CANADIAN NORTHERN ONTARIO RAILWAY**, is a land of lonely muskeg and brûlé, the native country of the white-tailed deer. From Sudbury north to Sellwood this same line goes in through a moose hunting territory unequalled in Ontario.

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The eastern shore of Nova Scotia, from Yarmouth to Halifax, is served by the **HALIFAX and SOUTH WESTERN RAILWAY**. On the barriers, slightly inland from the railway, are some of the best places for big moose in the east.

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When the first black crow in calling in the dawning down the dell,

I am dreaming of the summer, in my dream,
I can hear the mudzekeewis sighing softly, I can smell

A wild rose blooming near a northern stream.

I am waiting in my wigwam for the coming of the spring,

For the forest flowers to blossom in the vale,
I am watching from my wigwam for the wild goose on the wing,

When I'll gather up my traps and hit the trail.
To the "Highlands of Ontario" in the merry berry-moon,

To the Haunts of Hiawatha that are nigh:

By the banks of Athabaska where it's always afternoon,

I am waiting for the Wawa to go by.

I do not agree with the late Russell Sage, who would have no holiday. The fact is his whole life was one long holiday, for he found his highest enjoyment in hearing his bonds multiply. He thought he needed no holiday because he lacked the capacity to enjoy one. Perhaps he was better off financially without a holiday. If he had seen the fish frolicking in Temagami he could not have skinned "suckers" so cheerfully. If he had heard the "Call of the wild," gone into the wilderness and looked a fawn in the face, the bleat of a shorn lamb would have distressed him, so he denied himself, poor, selfish soul, and never knew how much he missed.

A man is always better for coming in contact with Nature. To be utterly alone in a desert when the dark comes down is awful, but inspiring. To stand alone in a deep forest is to "feel things." It has made a man, not deeply religious or ever sentimental, exclaim in a breath:

By day I walk the woodland green
And come so close to God,
His answering signals may be seen
In each wild rose's nod.

One of the best signs of the times is the awakening of all America to the fact that this continent must not be shorn, that the rivers must be allowed to continue to sing their songs, and that the furred, feathered, hooved and horned things shall not perish and fade from the face of the earth.

The voice of Nature is your mother tongue, and you won't forget.

A touch of nature makes a man of a boy and a boy of a man. It puts a new song in your mouth."

AS the spirit of the forest is the spirit of love, and the spirit of the sea the spirit of sorrow, and the spirit of the mountain the spirit of prayer, so the spirit of the highway is the spirit of hope. Which of us does not know the exhilaration of setting out on a broad highway, with its white path in the centre and its strips of green-sward on either side and the unknown at the other end of it? Which of us at some time or other has not heard the call of the road sounding in our ears, bidding us journey on to "fresh woods and pastures new?" There is always something hopeful in the sight of a great highway. There is no stagnation in it, no finality. It is imbued with the spirit of progress, and is forever urging us to forget those things which are behind, and reach forth unto those things which are before.

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The Grand Trunk Railway System

ITS RAIL AND WATER LINES TOGETHER WILL TOTAL 15,134 MILES
IN 1907 IT CARRIED 20,305,275 TONS OF FREIGHT AND 13,854,883 PASSENGERS

MANY people fail to appreciate the commanding position that the Grand Trunk Railway System occupies among the great Railway Systems of the North American Continent. It is the Pioneer railway of Canada and one of the earliest built and operated on this side of the Atlantic.

From a financial standpoint, the Grand Trunk Railway System is the largest organization in Canada, and one of the greatest in the British Empire—the total capitalization of the Grand Trunk and its subsidiary lines being \$353,268,487. Including the Grand Trunk Pacific Railway the total capital at June 30th, 1908, was the enormous sum of \$417,898,932 for the entire Grand Trunk and Grand Trunk Pacific System of Railways.

The present total mileage of the Grand Trunk, including its subsidiary lines, is 5,300 miles, with a double track mileage of 1,035, which makes it not only the longest double track railway in Canada, but the longest continuous double track railway under one management in the world.

Great Rail and Water System.

Including the mileage of the Grand Trunk Pacific main line now under construction and contemplated—3,560 miles, of which 2,240 miles are under contract, also 5,000 miles of branch lines—the total length of the entire System of Railways will eventually amount to 13,895 miles.

In addition to the rail mileage the Grand Trunk operates steamer lines on the Great Lakes, between Midland, Depot Harbor, and Fort William, Milwaukee and Chicago. It also owns and operates large car ferry steamers on Lake Ontario, between Cobourg and Charlotte (60 miles) and on Lake Michigan between Milwaukee and Grand Haven (distance 80 miles), the total mileage of lake lines being 1,239 miles. Adding the lake line mileage to the rail mileage above, gives a grand total of 15,134 miles of rail and water lines.

Grand Trunk's Enormous Business.

With regard to the amount of business handled: The Grand Trunk also stands in the forefront. During the year 1907, on the entire Grand Trunk System, the number of tons of freight handled amounted to 20,305,275 tons, while the number of passengers handled was 13,854,883. According to the official reports for 1907, the Grand Trunk takes rank among the ten largest Systems on the North American Continent, based on the business handled (freight tonnage and passengers), while on its lines in Canada only it handled 2,000,000 tons of freight and 2,100,000 passengers more than the railway doing the next largest business; also, according to the Government reports, it handled 27 per cent. of the total freight handled, and 33 per cent. of all the passengers carried by all the railways in Canada.



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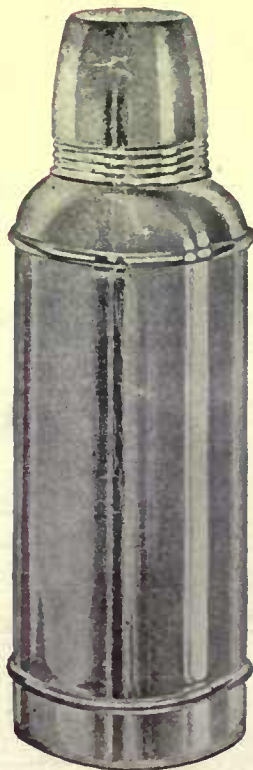
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